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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY Poland

DATE:

SUBJECT Transport/Railroads and Bridges

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1. Several conferences have been held at the Katowice Area Headquarters of the Polish State Railways Administration concerning the planned conversion of the Gliwice-Katowice-Przemysl line from wide to standard gauge in accordance with the agreement signed at Moscow in February 1947 between the Soviet and the Polish governments. Conversion is to start on 15 September 1947 and is to be completed by 1 November 1947. The Zurawica railway station (a few kilometers north of Przemysl) is foreseen as the transfer point for the next three years. A special reloading station to speed up transshipment of goods from standard to wide gauge is to be built there.
2. The double-track railway bridge on the Wisloka river near Debica (about 45 km. west of Rzeszow) on the Krakow-Przemysl railway line was reopened 11 May 1947. 800 cubic meters of cement and 125 tons of iron were used in the reconstruction, cost of which was 11,500,000 zl.
3. Reconstruction of the following bridges was completed at the beginning of May 1947:
 - a. Iron railroad bridge 105 meters long, built at a cost of about 12,000,000 zl., across the Wislok river at Rzeszow.
 - b. Temporary bridge (railroad) across the San river between Jaroslaw (about 25 km. north of Przemysl) and Sorocho.
 - c. Road bridge across the Wisloka river at Mielec (about 16 km. above the conflux of the Wisloka and the Wisla rivers).
 - d. Road bridge across the Wisloka river at Przecław (about 12 km. above Mielec). This bridge is a temporary one; the permanent bridge is scheduled to be ready in November 1947.
4. The reconstruction of the station building at Jaroslaw was completed in the middle of May 1947. The old station building was completely destroyed by the Germans.

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